# CUP DAY AT ASCOT.

The Great English Race Contested Before a Brilliant Assemblage.

BUROPEAN ROYALTY AND TRANSATLANTIC FASHION.

The Sultan of Zanzibar the Lion of the Day and an American Lady the Belle of the Course.

His Imperial Highness Roped In from the Crowd.

THE GOLD CUP WON BY MR. MERRY'S DONCASTER

[SPECIAL DESPATCH TO THE HERALD BY CABLE.] LONDON, June 10, 1875.

To-day was Cup Day at Ascot. There was a very successful meeting on the Heath, and the race for the Ascot. Cup came off in the presence of an enormous crowd of people. STATE OF THE WEATHER.

The weather was cool, a heavy shower of rain having fallen before the race for the cup was commenced.

DONCASTER THE WINNER.

Doncaster won easily, "hands down." He was splendidly ridden by Fordham.

NATIONAL ENTHUSIASM OVER THE VICTORY. The spectators displayed an immense degree of enthusiasm at his victory over the French horses.

A RIGHT BOYAL REPRESENTATIVE.

There were present during the sport the Prince and Princess of Wales, the Prince and Princess Louis, of Hesse; the Duke and Duchess of Edinburgh, Prince and Princess Christian, of Denmark; the Princess Beatrice, the Dake of Cambridge and the Prince of Teck. DRESS PASHIONS.

The Princess of Wales were a primrosecolored skirt under a purple velvet sleeveless jacket; the Duchess of Edinburgh wore a mauve-colored dress; the Princess of Hesse a lemon-colored, and the Princess Christian a dress of dark brown trimmed with white lace.

THE ARISTOCRATIC DELEGATION. There were also seen the coaches of the Duke of Beaufort, Lord Abinger, the Marquis of Worcester, the Marquis of Blandford, Lord Aylesford, Lord Carrington and Lord Charles Kerr, with brilliant family parties. THE SULTAN OF ZANZIBAB ROPED OFF FROM

THE CROWD. His Highness the Sultan of Zanzibar was on the ground, attended by the members of his suite. He was dressed in Eastern costume. His carriage was placed in a spot which was roped around in order to keep off the crowd.

AMERICAN DEMOCRACY—THE BELLE OF THE COURSE

Of Americans there were present Mr. Schenck Hoffman, Colonel W. H. Cheeseborough and Mrs. Cheeseborough (the belle of the course), Colonel Woodruff, Mr. and the Irish team has been selected:-Miss Corry, and Messrs. W. F. Brittain, Delancy and Kane, of New York.

A COACHFUL OF AMERICAN BEAUTIES. There was also a Virginia coach, filled with American ladies.

THE RACE FOR THE ST. JAMES STARES. There was great excitement during the last race. The race was for the St. James Palace Stakes. It was a dead heat between the Bay of Naples and Craigmillar.

AT THE BREAK UP.

The royal party remained on the ground until the end of the race.

THE RACE FOR THE GOLD CUP. Of the seven races on the programme the most notable were the Gold Cup race, for three-yearolds and upward, and the St. James' Palace Stakes, for three-year-olds.

The Gold Cup closed with twenty-eight subscribers, five of which only came to the post, the fa-Forite being Mr. Merry's Doncaster, the Derby win-THE BETTING.

The betting against the favorite was even up, and he justified the conddence of his backers by winning the race. Lord Allesbury's Aventurière who won the Casarewitch Stakes in 1873, was rated 10 to 1 before the start, and came in secand. Count Lagrange's bay colt Nougat, against whom 3 to I was laid, took the third place.

THE BACE. The following is a summary of the race :-

THE DACE FOR THE ST. JAMES' PALACE STAKES. The St. James' Palace Stakes resulted in a dead heat between Mr. Cartwright's Buy of Naples and Mr. Crawford's Craigmillar. Lord Falmouth's Garterly Bell coming in third.

THE BETTING before the start was 7 to 4 on Bay of Napies, and 3 to I against Craigmillar and Garterly Bell.

THE RACE.

ST. JAMES' PALACE STAKES OF 100 SOVS. each, half forcet, for three-year-olds, colls to carry 122 lbs. ang files 119 lbs.; madean allowed 7 lbs.; the second recoved mack has stake. The old mile.

Mr. W. S. Carlwright's h. c. the Bay of Naples, by Macaroul onn Fairwater.

Mr. W. S. Crawford's ch. c. Craignillar, by lbair Athol, dam Miss Roland.

O Lord Faimouth's b. c. Garteriy Bell, by Blair Athol, dam Silverbair.

THE CLERK OF DUNCAN, SHERMAN & CO.

LONDON, Ont., June 10, 1876. The New York bank robber, Lestie, alias landtay, lest for New York last night in charge of American detectives. He made some important disclosures. He stated that the money taken by him at different times was double the sum charged against him. He gave \$12,000 to a man and woman who were to sail from New York for Engiand to-day, and he had intended to sail for Scotland by way of Canada.

PIO NONO ON THE MISSION IN AMERICA.

HIS HOLINESS' ADVICE TO OUR CATHOLIC

ECCLESIASTICAL STUDENTS. LONDON, June 10, 1875. The Pope, in reply to an address presented to him on the 1st just, from students of celleges in America, thanking him for the elevation of Archbishop McCloskey to the cardinalate, allused to the excellent reception given to the appointment

in America, and added :-"It seems that the harvest in America is ripe and laborers alone are wanting. You are prepar ing yourselves for that work. Preach, especially by example, in order to convert that great na-

ENGLAND.

CARINET BILLS FOR THE AMENDMENT OF THE LABOR LAWS-HOW STRIKES AND TRADE CON-

LONDON, Jane 10, 1875. In the House of Commons this evening Mr. Cross, the Secretary of State for the Home De partment, introduced bills amending the Labor law. They provide that breaches of contract calculated to cause public injury by workpeople emploved in a public capacity, as in the supply of gas and water, shall be dealt with criminally. All other cases shall be regarded purely as matters of civil contract, to be settled by the county

The law against picketing is to continue in force; defendants, however, are to have the op-

tion of trial by justices or jury. In regard to strikes no agreement to do any noncriminal act in relation to disputes between masters and workmen shall be punishable as a conspiracy.

The bills were read a first time.

RELIGION IN ENGLAND.

MR. SPUEGEON'S RE-REVIVAL AN EXTRAORDI-MARY SUCCESS.

LONDON, June 10, 1875. It is estimated that 12,000 persons were present to-night at the opening of the hall in Camberwell by Rev. Mr. Spurgeon for revival meetings. Thousands were unable to obtain admittance.

RELIGION IN GERMANY.

A CATHOLIC PRINCE BISHOP SENTENCED TO IM-PRISONMENT.

BERLIN, June 10, 1875. A tribunal at Posen has sentenced the Prince Bishop Dr. Foerster, of Breslau, to a fine of 2,000 marks, or 133 days' imprisonment, for illegally excommunicating a priest.

RELIGION IN SPAIN.

AMERICAN PROTESTANT BOOKS EMBARGOED BY THE ALFONSISTS.

SANTANDER, June 10, 1875. A box containing a number of Protestant books, consigned to an American resident of this place, has been embargoed at the custom house. The act has been brought to the attention of Mr. Cushing, the United States Minister at Madrid.

A FRIGHT IN FIJI.

AN ALARMING MORTALITY AMONG THE NATIVES-THE POLICY OF ENGLAND SERIOUSLY EMBAR-

In the House of Lords to-night the Earl of Carnarvon, Secretary of State for the Colonial Department, announced that the government had received despatches confirming the reports of frightful mortality among the natives of the Fiji Islands from epidemic measles.

He also said that the authorities of the islands had been telegraphed to to spare neither expense nor exertions to stop the progress of the disease. They have also been instructed to take precautions for the preservation of the peace, disturbances being apprehended in consequence of a belief of the natives that the pestilence has been purposely imported into the islands.

THE IRISH RIFLE TEAM.

From the following cable despatch to the American Press Association it will be seen that

Duslin, June 10, 1875.
The selection of members to compose the Irish Rifle team, to contend with the American rifle-men for the International Commptonship, was made yesterday, when the final competition for

places took place.

The following are the names of the team in the order of competition scores:—James Wilson order of competition scores:—James Wison, score 182; Fulton, 768; McKenna, 759; J. B. Hamitton, 748; J. P. Poliock, 788; Young, 736; John Rigby, 729; Waterhouse, 727; Edward Johnson, 715; Wakinton, 711, and Hon. Mr. Plunkett, a member of Parliament, 705.

Of the above named gentlemen Messrs, Wilson, Hamilton, Milner, Rigby and Johnson competed in the Irish team of 1874 at Creedmoor. Mr. Henry Fulton, who appears second on the list, is, like his namesake, Henry Fulton, of the American team, a civil engineer by profession. Our American Henry says he will challenge Irish Henry to a trial of skill.

## AMATEUR RIFLE CLUB.

A special meeting of the Executive Committee of the Amateur Ride Club was held yesterday at the club rooms, with Colonel Wingate presiding and Mr. George Crouck acting as Secretary. Mr. Afford stated the club having despatched the international team in a fitting manner it now becomes necessary to enter on preparations for the reception of the Canadian and other riflemen who are anxious to see whether there are any good shots left at Creedingor.

Mr. Crouch presented the club with a very handsome prize, to be known as the "Buil's Eye Badge," and to be contested for under the follow-

ing conditions :-THE BULL'S EYE BADGE. open to members of the Amateur Ride Club, excluding those who have shet or may shoot in the ciuding those who have shot or may shoot in the International Team Match: distances, 800, 900 and 1,000 yards, fifteen rounds at each range, without signting shots: wearon, any breech-loading rife under the rules, to be loaded at the breech only; the badge to be held by the marksman making the bighest number of buil's eyes in the forty-five shots, to become the property of contestants who shall win it three times.

Mr. Al ord moved that Mr. Crouch's badge be accepted with the thanks of the clab.

A NEW TEAM.

The Secretary was instructed to request members to commence practise for places on the junior team. The following programme was then decided on:—Turf, Field and Farm match, June 12; Remington diamond badge, June 19; Luther badge, June 29, and buil's eye oadge, July 3. General Alexander Shaler was unanimously elected a member of the Amateur Riff Club.

NAVAL ACADEMY.

ANNAPOLIS, Md., June 10, 1878. The annual examination at the Navai Academy began this morning with the preliminary reception of the Board of Visiters, all of whom are present except Senators Gordon and Cameron. The customary ceremonies and their individual in. treduction to the officers of the institution took place about ten o'clock and then a salute was place about ten o'clock and then a salute was lived from the Santee. After the format reception of the Board they organized and selected Commodors Foxball Farker as President; General O.d., Vice President, and Professor Fay, of the academy, secretary. After this they walked around the grounds and witnessed the cadets at nowitzer orill and then inspected the steam department and its apparatus. At hall-past six o'clock a fine dress parage of the middles was performed on the parade ground in the presence of the visitors and large company of spectators. The oral examinations will commence to-morrow.

## A DEFAULTER ARRESTED.

SAN FRANCISCO, June 10, 1875. H. S. Rich, late a confidential railroad employe at Columbus, Onlo, who absconded on the 16th of April, a defaulter for \$7,000, was arrested here to-day, and on the requisition of the Governor of Onlo he will go hast to morrow in custody. WASHINGTON.

FROM OUR SPECIAL CORRESPONDENT.

WASHINGTON, June 10, 1875. THE LATE TREASURY ROBBERY-DETECTIVES INTERESTED IN A REMARKABLE COINCIDENCE.

A very curious circumstance has become known in connection with the Treasury robberv. A few years ago \$20,000 were stolen from the Treasurer's office, and upon the same day it was discovered that a certain nameless gentleman, with several friends, visited the vaults. Of this \$20,000 \$6,000 only were recovered. The sum was placed by ome unknown parties to the credit of the Treasurer of the United States through a New York bank. No further clew to this robbery was ever discovered. It happens that en the same day when the \$47,000 were taken this very same gentleman, who went through the vanits several years before, when the \$20,000 were taken, also visited the vaults with several friends. There may be nothing in this peculiar coincidence; but it is a fact which has come to the knowledge of the detectives, and which is being considered by them.

CASE OF SMALLPOX IN WASHINGTON. To-night Dr. Keene, the Health Officer of the District, received information that a woman, who had just returned from New York, was afflicted that she had for several weeks been a resident in the infected district in New York. The premises were at once guarded, the patient removed to the Smallpox Hospital and the sanitary corps ordered to fumigate the house and spread disinfectants in the locality.

GENERAL WASHINGTON DESPATCHES.

WASHINGTON, June 10, 1875. THE RELATIONS BETWEEN SENATOR MORTON AND

SECRETARY BRISTOW. A rumor has been in circulation here as well as elsewhere, within a day or two, mentioning that a serious rupture had occurred between Senator Morton and Secretary Bristow, growing out of differences of opinion concerning the distribution of offices under the Treasury Department. There is no foundation whatever for the report, and the relations between these two gentlemen continue to be of the most harmonious character, and their recent interviews were characterized by no event that could in the slightest degree disturb these agreeable personal relations.

UNPAID TAXES OF THE DISTRICT OF COLUMBIA. The Commissioners for the District of Golumbia have published a list of unpaid taxes for the last ten years. It embraces the amounts due to the old Corporation, the Territorial government and the government under the Commissioners. The list makes 420 columns. The property (real estate) will be sold, in default of the payment of taxes,

GENERAL MEIGS DETAILED FOR SPECIAL SER-VICE.

The Secretary of War has written a letter to Quartermaster General Meigs, in which, after speaking in terms of high praise of his services luring and since the war, he announces that by order of the President the General is detached upon special service, with full pay and allowance, for the purpose of inspecting and reporting upon the organization of foreign armies and especially regarding the Quartermaster's Department. Eighteen months from June 1 is allowed for the performance of the service.

BALTIMORE AND OHIO RAILROAD.

MONTHLY MEETING OF THE DIRECTORS-PRESI-DENT GARRETT EXPLAINS THE MATERIAL AND FINANCIAL CONDITION OF THE COMPANY.

BALTIMORE, Md., June 10, 1875. The following portions of the address of President Garrett, at the regular mouthly meeting of the directors of the Baltimore and Ohio Railroad resterday, treat of the revenues and policy of the THE PRESIDENT'S ADDRESS.

THE FRESIDENT'S ADDRESS.

There is no subject, gentlemen, of more interest to this Board, under present circumstances, than the earnings of the road. The President has the suitaction of stating that the result for the past mouth has sarin, as for the preceding mouth, been singularly satisfactory. The earnings in 154 for that mouth were \$1.25,09 37; the earnings in 154 for that mouth were \$1.25,09 37; the earnings to 154 for that mouth were \$1.36.444 29, showing an aggregate increase of \$94,643 23, and deducting the increase derived from the Chicago division of \$9,000 15, it will be seen that there is still an increased revenue beyond that gain. Perhaps the most remarkable teature in this report is in connection with the Washington branch. You are aware that during the mouth the Baltimore and Othochae road reduced its rate to fifty cents for a treat between Baltimore and Washington and to seventy-five cents for the round trip. The Baltimore and Ohio Company decided not to change its rates, which are \$1 20 for a single ticket and \$2 for the round trip. It is shown that the reduction of revenue from passengers on the Washington branch for the month is only \$3.268, as compared with May 1554. This is a most gratifying illustration of the condidence of the public in the superjority of the Baltimore and Ohio road, and its \$3,568, as compared with May, 1874. This is a most gratitying illustration of the connience of the public in the
superiority of the Baltimore and Ohio road, and its
greater safety with its double track and freedom from
accidents for so many years. Unless the Hoard decides
to change that action, those rates will be maintained.
An illustration of the comparative economy and moderation of those charges is shown by the charge
made by the Feinsylvania Company where
if exercises a monopoly control-viz, over
the Camden and Amboy riad-for the immense travel between Philadelphia and New York,
viz., for ninety miles, \$3.25 per passenuer. This rate
or forty-two miles over their Baltimore and Potomic
road. Since the last meeting of the doard the President, accompanied by a number of officers, has made
unit inspection of our own lines and works from Baltimore to Chicago and from Cincinnai to Baltimore
to Chicago and from Cincinnai to Baltimore
to Chicago and from Cincinnai to Baltimore
to Saltimore and Control of the company has not ceased
to make extensive preparations for an increased business.

already constructed and being made on the various divisions of the road in third and fourth tracks where desirable, as at the Piedmont division; engine houses, shops and other improvements on the Lake Erie, Central Ohio and Chicago divisions, necessary for the immense business expected from the Chicago extension and coffee gested by New York and Baltimore merchants to accommodate the Rio trade, to be rapidly aug-mented by the new line of steamships between Rie and Baltimore, established by English capi-

mented by the new line of steamships between kie and Baltimore, established by English capitalish.

Mr. Garrett continues:—

Our revenues show that, notwithstanding the general depression in business, with the unprecedentedly low raics at which a portion of the trade has been transported, our tonnage has been larger than ever herefore, the company has had the salistaction, therefore, while connected to accept unremunerative rates for a portion of its through business, to be able to continue, by meeting the issues forced upon it, and keep in its service is large number or employee, whose pay is of course, to a large extent, expended in purchases for their single the issues of the property of a large extent, expended in purchases for their single ment have maintened upon our lines as exceptional degree of activity and prosperity.

It is proper to call attention to the fact, in connection with our irician ousness, that it is of a very varied nature. Building materials and timber, of many descriptions, are found not only on our lines between thesa case and other in this, indiana and Illinois. The interchange of husiness between points in our astern and Western lines, the old trade, increased development of agriculture throughout the country traversed, together have caused, notwith standing the extraordinary prograction of manness generally, these wondernal resolves the revision of the surrous ment of the country traversed, together have caused, notwith standing the extraordinary prograction of its work has been done. If affords the President great plea ure to state that the manness compedied to meet and the numerous comments in the properties of the managers to add to the prosperity of the regions through which his road passes. This friendly teeling was strongly exhibited also in the great Western cities which were visited. Very extraordinary statoments have been under grown which are proved to the reliance of the managers to add to the prosperity of the regions through which his road passes. This friendly feeling

over \$5,00,000 in bonds and securities was a bit them to may off their floating cebt and in necessary improvements. The large sums that by these companies in Cincinnati, Chillieo more, Pittsburg and elsewhere have been paid rates of interest paid in those cities by the are no longer paid. The Baitimore and Ohic stopped forward with its money and credit their entire floating debts, and what is that day, not in faultinees, but in every moneyed and their entire floating debts, and what is that any one in faultinees, but in every moneyed as all their catter floating debts, and what is that any one of their catter of the company stands programmently are said to five the corporation. gentlemen, than one-thair the amount advanced in cash to those two connecting roads.

To return to the statement in the New York press. It is return to the statement in the New York press. It is return to the statement in the New York press. It is return to the statement of the Company offered its paper, directly statement of the paper of the state of th

#### THE BLACK HILLS.

THE LABORING PORTION OF PROFESSOR JAN-NEY'S EXPEDITION-HOW A CORRECT REPORT OF DISCOVERIES IS TO BE OBTAINED -AP-POINTMENT OF COMMISSIONERS.

WASHINGTON, June 10, 1875. Before Professor Januey, in charge of the Biack Hills Geological Expioration, left Fort Laramie several parties presented themselves as authorized by the War Department to accompany the expedition. The Secretary of the interior instructed Mr. Janney that he should be free in his choice of those who went with the expedition in a civil capacity. Upon the receipt of Mr. Janney's telegram Secretary Belknap was asked if he had authorized anybody to go in an official capacity with the expedition. Mr. Beiknap replied that he had not. Professor Januer was thereupon instructed to send away all persons not duly authorized by the Interior Department or Mr. Janney to accompany the expedition. It further appears that the geological explorer has grave doubts of the success of the expedition, for the reason that the teamsters and miners who were accepted were undoubtedly induced to go with him in the expectation of finding valuable mineral deposits. It was first exacted from all of the laboring portion of the expedition that they would faithfully report their discoveries only to Professor Janney and, if valuable discoveries were made, that they should not TAKE ADVANTAGE OF THE LAW

to pre-empt their claims. Since the departure the expedition the Interior Department is convinced that these instructions will not be carried out. As the explorers shelter themselves under the protection of United States troops it is not believed, even though unmistakeable evidences of gold are found, that a majority of the party will admit or report their success. It is the intention, therefore, of the Interior Department, upon the return of the expedition, to inform the explorers that their rights as original discoverers will not be interfered with, so that the secrecy which might be observed if the original instructions were carried out will not prevent all of the party from telling the truth in regard to the results of their examination.

COMMISSIONERS APPOINTED. The Secretary of the Interior having received notice from both Bisnops Whipple and Hare that they would not serve as Commissioners to the tendered the appointment to Senators Morrill, of Maine, and Allison, of Iowa, and Congressman Comingo, of Missouri, who by telegraph to-day accepted. Senator Morrill, it will be remembered, stands piedged in favor of removing the Sloux to the Indian Territory, and as he is chairman of the Committee on Appropriations of the Senate and the President believes that Territory to be the future home of all the Indians, the cheice of Senator Morrill may be regarded as the beginning of the administration policy.

THE REQUEST OF THE SIOUX CHIEFS FOR PRES ENTS-ROBSES TO BE FURNISHED THEM.

WASHINGTON, June 10, 1875. At the close of the conference with the Indiana on the 5th inst., it was represented to the Commissioner of Indian Affairs, as the final request of the Sloux Nation, that if the Great Father desired to establish friendly relations with their people and get them to agree to cessions of territory. home with some evidences of the generosity of the Great Pather. They asked for \$300 each, with which to buy presents, that they might show the

GENEROSITY OF THE GREAT PATREEL This amount the Commissioner of Indian Affairs said he could not give them. He could not give more than \$25 to each representative of the Sloux nation. Waiving the desire to purchase gifts to conciliate their people they asked that they might be permitted to return home on This request the Commissioner told them he was not able to grant. After the delegations leit Washington it was found that an unexpended balance for Indian affairs was still at the command of the Commissioner, and he resterday telegraphed to Agent Dantels, at Omaha, to purchase horses, saddles and equipments, amounting to about \$4,000, so that the entire delegation may return to their people with at least this evidence of the intentions of the government to deal fairly with them.

DESPATCE FROM PROFESSOR JENNEY-NO SIGNS OF GOLD THUS PAR.

WASHINGTON, June 10, 1875. The following despatch was received at the Indian Bureau this morning, and is dated at a point about twenty miles from the place where gold was reported as being abundant. despatch indicates that no gold has been found thus far by the expedition :-

PERMANENT CAMP, June 9, 1875.
On Branch of Beaver Creek, Western Base of Black Hills, lat, 48 50, lon. 14 19, via Four Lanamie, W. T., June 9.
The greater area of the Black Hills is in Dakota. Formations in the vicinity are of a recent geological age and not auriferous. Will cross through the Hills and examine the gold fields reported to exam near Harvey's Creek. exist near Harvey's Creek.
WALTER P. JENNEY,
Black Hills Geological Exploration.

INDIAN CAPTIVES RESTORED.

RETURN OF THE LAST TWO OF THE GERMAN

GIBLS CAPTURED BY THE CHEYENNES. LEAVENWORTH, Kan., June 10, 1875. The two oldest German girls who were surrendered by Stone Cali's band of Cheyennes arrived at Fort Leavenworth to-day in charge of Indian Agent Covington. When interviewed, they gave a heartrending account of their sufferings. star here for a week and then leave for Lawrence. since their surrender, three months ago, every attention has been paid them, and they appear none the worse except that they still near scars from wounds indicted. The four safers are now united. The oidest (nineteen) has given a thrilling account of her parents murder, the Indian outrages and the rescue. Large crowds are calling upon them.

## LOUISIANA STATE DEBT.

NEW ORLEANS, June 10, 1875. Governor Kellogg has written to the Chicago Times a lengthy letter in response to an editorial which appeared in that paper, in which the debt of this State is set down at \$50,597,394 95. He

says:—
The Times having stated so prominently what the nebt of Louisiana is not, will you now permit me to state what it really is? In January, 1874, the bonded and loating debt was \$24.852,407.90. It has been decreased by the redemption of seventy-two past due nonds \$72,000;0 y the retirement of outstanding warrants, certificates of indectedness and payment of the amount due to the fiscal agent, \$1,022,800 12; by the exchange of \$3.229,380 of consolidated bonds for \$5,422,000 of \$427,421.35 of consolidated bonds for \$7,12,358 so of old bonds, \$4,172,200; by the exchange of \$427,421.35 of consolidated bonds for \$712,358 so of old warrants and certificates of indectedness, \$284,947.35. Total reduction, \$3,552,737.65, leaving the autual debt of the State to-day, \$21,279,550 2a.

## LOST AT SEA.

The Steamship Vicksburg Goes Down in a Field of Ice.

CRUSHED BY AN ICEBERG

Eighty-three Persons Supposed to Have Perished.

ONLY FIVE KNOWN TO BE SAVED

A Description of the Fatal Wreck by the Survivors.

The steamer State of Georgia, Captain Cooper,

which left Glasgow on the 29th of May, arrived at this port early yesterday morning, with five of the crew of the ill-lated steamer Vicksburg, with whom she fell in on June 5, in north latitude 46 deg. 32 min., west longitude 47 deg. 58 min. of the eightyeight souls on board only five are known to be saved. The Vicksburg, Capt. Bennet, left Montreal at half-past four o'clock on the morning of Tues day, May 25, loaded with cattle and other freight, bound for Liverpool, and proceeded to Quebec where twenty-eight passengers were taken on board. In boat No. 1, which was picked up by the State of Georgia, the three lady cabin passen gers and the stewardess had been placed. but a heavy sea upset it and all four were lest. James Crowley, the boatswain's mate of the Vicksburg, and Thomas O'Brien were in charge of boat No. 1, and after she capsized they succeeded in righting her again. While they were busy baling her out Patrick Grogan, Jonas Wilkinson and John Williams jumped in, and thus was formed the crew of five, who were subsequently picked up by the State of Georgia. The survivors state that from Tuesday, the 25th

of May, until Sunday, the 30th, they had fair weather, that on the last named date they fell in with icebergs, and, to avoid collisions, Captain Bennet ordered all hands to shorten sail, and headed the Vicksburg due south, hoping thus to get clear of the daugerous ice. At twelve o'clock n Sunday night, when going at half speed, the ship struck some ice, and, although the engines were immediately reversed, she still continued to strike heavily aft on her port quarter. In a short time it was discovered that the fans of the propeller were gone and that the ice had made a hole in her plating on the port side, through which the sea was entering the ship. Immediately succeed ing this discovery a sall patch was placed over the aperture to staunch the sea, and for a time it ped that the ship was secure. The sea being high and the patch very infirm, the captain ordered a portion of the cargo to be thrown overboard to lighten her att. The discharge of cargo was ordered early on Tuesday morning, June 1. Just about daybreak part of the crew were taken from the cargo and ordered to clear the While this was being done the capboats. ordered the wells to be sounded. and it was discovered that the after steerage was full of water. Notwithstanding this discovery the captain thought he would be able to reach St. Johns, Newfoundland, 120 miles distant, to the northwest. Now came the news that the fires were swamped and the hope of reaching St. Jouns had to be abandoned. Before the order to lower the boats was given, Captain Bennet as sembled the men around the bridge and told them the direction and distance to St. Johns.

CAPTAIN COOPER'S ACCOUNT OF THE RESCUE The following entry occurs in the log book of the

State of Georgia under date of June 5:-"At half-past eleven A. M., latitude 46 deg. 34 min., north, longitude 47 deg. 55 min. west, dis covered a ship's boat, with sail set, on our port bow. Immediately I made for her and found her to be boat No. 1 of the illfated steamship Vicksburg, of Liverpool, belonging to the Dominion line, commanded by Captain Bennet. There were five men in her, in a very exhausted condition; feet and legs very much swollen; so much so that when we rescued them the boots had to be cut off. I at once took them on board, together with their boat, and put them in hospital, under the surgeon's care. They having parted company with the first and second officer's boats four and a half days ago, and their statements to me being so very contradictory as to the direction of the other two boats, and my own ship being surrounded by icebergs, I considered it would be useless to search for them, as by so doing I would place my ship in great danger. The event of my seeing them was very unlikely. I kept men at the mast head all day till dark looking out for the two boats, all of which time I was passing through ice-

bergs and fice ice. THE NAMES OF THE SURVIVORS. The names of the crew of boat No. 1 are as fol-

James Crowley, of London, boatswain's mate. aged twenty-five.

Patrick Grogan, of Liverpool, seaman, aged twenty-five. Thomas O'Brien, of Liverpool, seaman, aged twenty-three.

John Williams, of Liverpool, seaman, aged Jonas Wilkinson, of Liverpool, seaman, aged nineteen.

DESCRIPTION OF THE LOST STEAMER The Vicksburg was a screw steamer, and the following were her principal dimensions:-Length, 326 feet 9 inches; breadth of beam, 35 feet 3 inches; depth of hold, 25 feet 4 inches, and had four bulkheaus. She was built in March, 1872, at Dumparton, Scotland, by McMillan. Her registered tonnage was 1,595 and her gross burden 2,484 tons. Her engines were of 300 horse power. belonged to the Liverpool and Mississippi Steam ship Company, of Liverpool, and hailed from that port. During the winter she usually piled be tween New Orleans and Liverpool, and in the summer in the North American trade.

CROWLEY'S STORY OF THE WRECK. In speaking of the loss of the Vicksburg James Crowley, the boatswain's mate, tells the following interesting story :-"We lett Quebec on the morning of Thursday,

May 27, with a ship's crew of sixty nands, all told.

We also had eight saloon passengers, of whom

five were genilemen and three ladies, and I believe about twenty steerage passengers, including four females. We had fine weather up to nine o'clock on Sunday, May 30, when we fell in with large quantities of floating ice. The ship was stopped till daylight, when we proceeded again on our way, with but little ice in sight. About naif-past nine P. M. all hands were called to shorten sail, and the ship stopped once more among heavy ice. Then she was headed south to get clear. At twelve o'clock, when going at balf speed, we struck some ice, when the engines were immediately reversed, but the saip, continued to strike heavily aft on the port quarter, carrying away the binde of her propeller. A hole was knecked through the plates on the port quarter, through which the ship made a great deal of water. balls were ordered over the side to stop the sea from coming in. All hands were then set to work to heave cargo overboard. Five hands, myself and the second officer were shortly taken from this work to get the boats ready for launching. This was about six o'clock A. M., June 1. The Captain now ordered the wells to be sounded, and the forward well six inches water was found; the main hold well had five feet six inches of water, and the after steerage was nearly init. The Captain then called me on to the bridge and told me not to mind the boats, and then, calling every one aft, he told them to have no fears as he could take the ship to St. Johns, N. F. It was then discovered that the telling them that St. Johns was distant 120

A. CHAMBERS' ENCYCLOPEDIA: LIES ML.

S. C. CHAMBERS' ENCYCLOPEDIA: LIES ML.

S. C

miles to the northwest. I immediately proceeded to launch my bear, No. 1; but it was capsized in lowering, and we lost all that had been put into it, such as chronometer, watch, charts, rudder and part of the provisions. O'Brien and I commenced to bail her out, when Grogan, Williams and Wilkinson jumped in. We could not hang on to the ship owing to the sea and ice. O'Brien said he saw the Captain standing on the bridge, just as we parted with the ship, beckoning our boat back. We saw the second officer's boat lowered all clear, with himself and nine hands in her. She came around by the bow and paddled to windward. The ship sunk about ten o'clock A. M., floating boat No. 2 off from her chocks, with the chief officer and about thirty persons in her. He managed to get away and pull to the windward. When the ship had gone down O'Brien saw the Captain and some one else

FLOATING ON A BALE OF HAY among the wreckage, and we tried all we could to pick them up. The boat being halffull of water and the quantity of ice surrounding us made it impossible to reach them. We now shipped our mas: and kept company with the other two boats for about two hours, and then lost sight of them te the westward. We decided to steer south to get clear of the ice, and at night hove the boat to, with an oar and a bucket as a drag, till daylight on Wednesday morning. We found that we had in the hoat about three gallons of fresh water. some forty pounds of raw beef, about fourteen pounds of bread-wet with salt water-and compass. We row put up again and steered south the wind blowing from the northward and bitterly cold. About four P. M. we hauled the boat's head to the northeast and held her there till Thursday morning, when we tacked to the westward until about three P. M. At about half-past ten on Saturday morning we sighted the Georgia, when we got out our oars and pulled away dead to windward till we were picked up. I think upward of forty persons, with the Captain, went down with tes ship. We saw no ladies in the chief or second officer's boats,"

PATRICK GROGAN'S STORY. Patrick Grogan, who, with O'Brien, saw Captain Bennet clinging to a bale of hay, tells the following story, which differs in unimportant details, from that of the boatswain's mate:-

'On Sunday evening, May 30, when i was below a fireman came up the forecastle and said that some blades had been knocked off the propeller, and that there was water washing about the steerage deck. We got lamps and the second officer, boatswain and a couple of bands went on the steerage deck to find out where the water was coming from. In about twenty minutes after this the Captain's boy discovered that the water was rushing through a hole in the port quarter. The hole was stopped with sails, only partially stanching the leak. About four o'clock on Tuesday morning we were ordered to heave the cargo overboard, in order to lighten the ship all so as to get the hole above water. All hands were engaged in this work till about seven o'clock in the morning, when the second officer, boatswain's mate and four or five hands were quietly ordered. to get all the boats cleared for launching. I think by this time that all the fans of the propeller were gone, as the engines seemed to have no effect insending the ship on. In launching my boat, No. 2 fouled, and I jumped into No. 1 boat to keep her off the ship's side and to assist balling her out. In a little time I observed the ship beginning to go down, and in a minute or two down she went We were about half a mile from her when she sank, too far to distinguish any one about her. We saw a man, whom we took to be the Captain, floating on a bale of has, but could. render no assistance, as the wreck was to windward and our boat unmanageable."

THOMAS O'BRIEN'S STORY. Thomas O'Brien, who was sick below in his bunn while all the preparations spoken of by the others was going on, tells of the four days of suffering in the open boat among the icebergs and floes. He says :- "I was sick below; but when I heard boat No. 1 ordered off I got up and made for the deck, as boat No. 1 was my boat. After she capsized and was righted, myself and the others who came in her were up to our waists in water until we tailed her out. I took off my shoes and stockings; but my feet swelled so much with the cold and wet that I never could get them on again. We served out a handful of bread and about four ounces of raw meat twice a day, sucking ice to save our water. Our boat was a good strong one and pretty tight, although we stove in a butt on a piece of ice. We stopped the hole with a handkerchief and some tallow. Our rudder being lost we had to steer with an oar, and this, as well as having too few hands in our boat, caused us to part company with the other two boats which we would not have done if we could nave

helped 11." All the survivors are loud in their thanks to Captain Cooper and Dr. Shaw, of the steamer State of Georgia, for the kindness and consideration with which they were treated by those gen-

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